

3



VOT?



S/S WEST EAGLE.

Old Dartmouth
Historical Society



MBW 1423A

GIFT OF

Mrs. George Gale

1995.9

Reported aboard ship Aug. 20, 1918
Turned to August 21st. 1918.

Signed on Sept. 25, 1918 for Bordeaux.

Left the dock October 1st. 1918.

Oct. 2 sighted submarine wake and called all hands to quarters. Zig-zagged and trained the after gun on the wake but sub did not appear.

Oct. 7 arrived at Sydney, Cape Breton Is.

Oct. 8 sailed in convoy for Bordeaux.

Oct. 11th while ship was labouring in a heavy sea, the sailors were passing storm lashings on deck cargo, when a sea shifted 3 cases (18 tons) and crushed a sailor against the starboard boom at no 4 Hatch. This occurred at 4.45 P.m. and we carried him aft.

Oct. 12 The sailor died 4.30 a.m.

and the bosn served him up in canvas.
The Captain read the burial service at
noon as the sailor was buried, and the
ship rejoined the convoy. Bay of Biscay.

Oct. 21 picked up Ushant Lighthouse
and brought it aboard at noon.

† Came to anchor in Brest harbor at 6.30 P.M.

Oct. 22

† Tue. sailed from Brest 4 A.M. and
anchored in Quiberon Bay 8 P.M. Lea and
I had to take her in.

† Oct. 23 Wed. sailed 3.30 A.M. anchored
in La Pallise 6 P.M.

† Oct. 24 Thur. sailed 9 A.M. anchored in
Verdon Roads 5 P.M. 7.30 P.M. dragged
down on the Frenchman (T.N.T.) and just
missed her. Ooo La La.

Hove up and shifted anchorage.

Oct. 27 ^{Sunday} steamed up Grande River to Bassens and went alongside French docks. at 2 p.m. and commenced discharging.

Nov. 1st. my Kanaka friend Sam Rai came aboard with his ukulele and we had a concert a luau. Sam played accompaniment and steel.

Nov. 8 Fri. sailed for home.

Nov. 11. Mon. night radio message that peace was declared and armistice signed. Turned on all running lights.

Nov. 13 rigged in boats.

Nov. 14 passed 8 ship with lights.

Nov. 19th Scraped the deadlights.

Nov. 23 Passed 5 mot. sch. Schweiz. east-bound under 4 lovers and Diesel.

Nov. 24 Sunday: picked up Nantucket Shoals lights at 11.45 P.M.

Nov. 26 anchored in quarantine.

Nov. 27 Wed. went alongside, had an argument with mate about time off and quit, and shoved off for home.

Dec. 5 Turned to again. 5 in went ashore.

Dec. 6 Fri took 6 pounds ashore.
Lianian turned to.

S/S WEST EAGLE.

Voyage no. 2.

Dec. 6 1918 signed on for any port
or ports in Canada or Newfoundland
and any port or ports in Europe.

Dec. 15, 1918 Sunday. Cast off from
the dock at 12.30 P.M. Steward gone
ashore with Flu. Telegraph wires
carried away and rigged buckets loaded
with iron to replace it temporarily.
Took the roof off a lighter as we left
the ship. Dropped the pilot at
P.M. Passed a ship sunk
in channel and a ^{Northern Pacific} 8 stacker aground.
passed Fire Island 6.45 P.M. and
a 3 stack cruiser passed us to stbd about
9.45 P.M. It is breezing up a trifle.
8 bells the end of a perfect (?) day.

Dec. 16. 1918. Mon. Slow, rain and sloppy
sea. Passed a big Cunarder 2. P.M.
course $S 74^{\circ} E$.

Dec. 17 Tues. Heavy head sea. N.E. wind
squally and cold. Taking spray over all.
Heavy sea knocked the port ^{course $N. 80^{\circ} E$.} chute gallery
west and stove in the rail.

Dec. 18 Wed. ~~was~~ overtaken by a big 4 stack
3 mast passenger ship. Bounded aft
by a sea that washed a life ring off the
poop rail, and overboard.

Dec. 19 Thurs. passed a westbound oil
tanker. wind and sea moderated.

Dec. 20 Fri. Picked up Sable Is. light
west End at midnight.

December 21

Sat.

21. W. E. light abeam 1.20 a.m.

E. End " " 2.30 a.m.

Sun. 22. Cape Race abeam 2.30³ P.M.

Iceberg reported 50 miles east of Cape Race
800 ft. long x 200 high. Arrived off Cape
Spear 11 P.M. and lay to all night.

Mon. 23. Laying to for a pilot. Lights
of St. Johns. on Port beam. Colder
than a society handshake. Picked up
the pilot 7. a.m. and anchored in the
harbor of St. Johns, Newfoundland 8 a.m.

Tues. 24. The "Eagle" hauled out in the
stream and we went alongside after
dinner. Took a run ashore.
Bought seal skin boots.

Christmas Day.

Wed. 25. Had a good dinner and shored ashore. Climbed the cliffs to Caboto tower and took some pictures in the snow.

Tried out our sealskin boots and they are O.K. Jack was with us and sure had a crazy time; all in when he got back.

Thurs. 26. Resumed loading (paper).

Fri. 27th. Finished loading about 11 a.m.

Let go lines 2:45: p.m. 3 p.m. cleared heads. Heavy snow storm beginning 6-12 watch.

Sat. 28. N.W. wind: fine and clear. c. 5.71° E.

Sun. 29. 12-6 backing a stiff northeaster.

Mon. 30. Wind hauled N.W. fair for running.

Tues. 31. Wind S.W. rain squalls and rather steering. 8 bells - midnight

Good bye old year.

1919.

January 1st. Wednesday.

heavy S.W. squall of wind and rain.
the new year starts in good. heavy
following sea and wind. Shipped a bird
in the forenoon watch. C. S. 60° E

Shues.

Jan. 2. S.W. wind and heavy sea and
shipping some. afternoon watch: passed
the four-masted bark "Aegid" Copenhagen
to N.Y. and she asked by wireless to be re-
ported and wished us a good voyage and
Happy New Year. 6-12 Recd S.O.S. from
wooden ship "Wass Caribou" (Lums) both boilers
gone. She 112 miles away and another ship
has beat us to it. There's our salvage money
gone to hell. The wind has dropped
and sea is going down.

Jan. 3 Fri. 4-5 passed westbound steamer.
6-12 Wind hauled S.E. with rain. C/S. 68 E.

Jan 4. Sat.

Fresh easterly wind and rain. Two steamers
on std quarter 12-4 a.m. 8-12 Strong N.E.
wind and nasty sea. Took a sea over
her head and the spray flew straight
up about 60 ft. and drenched the bridge.

Took a heavy sea over weather side above
deck. Weather is clear and fine. 2 ships
on port quarter, hull down.

Jan. 4th

Gale still raging in the morning but
wind veered around to Northward
so s'allright again. Two battleship
showed us their heels. I beat it.

Sunday

Jan. 5th 4-8 a.m. A steamer going
same way as us almost rammed
us. We turned complete circle to
avoid collision. Jack took half-a-bath.

Penmarch light bore 4 points on port bow
at 6 P.M. abeam 8.30. Belle Isle light
raised 9.30: abeam 12.34 raised Isla Dieu
2 P.M. 3.45 stopped for a red & white light
thinking it was a pilot but it was only
3 fishing smacks.

Jan. 6 Mon. anchored off La Pallise
at 2.30 P.M. outside the bar. breezed
up at night and nasty sea running.
and had to let go port anchor 260 fathom
of cable.

Jan 7. ~~Tue. 1/2 Afternoon~~ Tues.

Hove up and went inside the harbor
of La Pallise. Look Pilot 2.30 P.M.

Moved up and sailed

Too rough on Verdun bar, so slowed down and lay to all night.

Jan. 8 Wed. 7.30 a.m. crossed the bar with everything battered down and all hands ordered below. Lumping big sea breaking over the bar, & over the wreck on the bar. The wreck is a steam ship of about 6000 tons lying broad side on to the bar: ran in and it at 9 a.m. Pilot went ashore 10.45-

A Portuguese bark (wood) the "Clara" of Lisbon, came in and passed us about noon, running free.

Bordeaux

1919

Jan. 20. Hoisted up 2.30 A.M. got under way
3 A.M. Got alongside 9 A.M. in Bassin
and commenced discharging at once. Saw
Kai came aboard 2 P.M.

January 30. Sam, Leo and Adams were here
tonight for a good time and we sure had one.

January 31. } (found tomorrow in after speed broken. VAMOS.
Took our soldiers aboard and
finished loading: ready to sail. Sailed
4.30 P.M. Passed Poliak 7 P.M.
anchored in Vado Roads 9 P.M.

February 1st Sailed 8.30 A.M. crossed
the bar 9.30 The work is breaking up.
no sea on the bar. Dropped Pilot 10. A.M.
Fine weather, clear and smooth. Saw
a few porpoise & blackfish.

Sunday Feb. 2. Wind S. Ely. and rain.
following sea. Some of the soldiers are
getting seasick.

Mon. 3 rain.

Tues. Feb. 4. 12.15 Killman and 3rd mate
went down in buxins to settle a fender. Had
got starboard running light doused. 5-12
shut in thick 11 a.m. cleared at noon.
Temp. in storeroom is 120° and #2 gun
are laid out. passed a 4-mast steamer
this a.m. bound west.

Wed. 5 fine weather.

Thurs. 6. Following sea light breeze.

Fri. 7. N.W. gale. moderated some
toward first dog watch.

Sat. 8-4 heavy weather. Stiff S.W. breeze
line clear. passed steamer to port. E.B.

Feb.

Sat. 8 8-12 wind hauled N.W. again. and
cleared off cross sea running.

Sun 9. On. H. Now, squally; fair all
afternoon watch but heavy sea! saw
a waterspout on weather bar 2 P.M.
but it burst before it reached us.

Mon. 10. 12-4 heavy and watch, rain
squalls and stiff N.W. by breeze. heavy
sea. rolling sidelights under.
12-4 P.M. rain 6-112 rain S.W.
wind.

Tues. 11. Blowing like hell S.W. and heavy
sea running. Passed a eastbound Hornet
er (downaster) at noon. 3 P.M. shipped
a sea that burst over her head and drownd
the bridge. near broke her back on a
short sea. The standard compass jumped

out of the gimbals and the barometer glass fell out.

Wed. Feb. 12. Lincoln's Birthday. 12-4 a.m. still blowing hard and heavy sea. Clear moonlight. 8-12 storm blown itself out. Clear fine weather. 12 Heavy sea, wind

squalls variable S.W. to N.W. Ship pounding like a drop hammer. Will tack some rivets if she keeps it up. ^{passed ship 8 for 7-11} ₁₁₋₅₋₁₁ ^{the Hudson} _{Stamper} by
Thu. 13 rain. S.W. breeze.

Fri. 14. Stiff N.W. breeze short sea. fine and clear with passing squalls. 6-12
7 P.M. Sea laid up and Shorty took his place.

Sat. 15

S.W. rain. 12-4 moonlight clear fine.

Sun. 16 S.O.S. "Montrose". A shipwreck

8-12 rain and blow S.W. 2 P.M. started back jumping as she men backed me out of

my bunk. damaged old harnesses back
the back at this rate.

mon 17 Feb. rain and hail. W.S.W

N.W. gale. Lumping big sea and
rolling the sedelight under. Had to leave
at 3.30 P.M. The drinking water is full
of sea water. the old wagon is pitching
and bucking like a wild steer. deck
awash! uttermost all serene. 6-12 got
positions by radio of ships here too in 200 mi.
radius all feeling same gale. Is still blow-
ing a full gale but rising glass; the Hawk
Ball is here to. Lost S.E.S. from a ship

Tues. 18 8-12 Gale has moderated and
sea gone down resumed steering. W by S.
6-12 steamed log 6.15 now hauled
S.W. again about 10 P.M. rain squalls.
saw a perfect moon rainbow this water.

8.12 pm Charles report received that Steam Crane
in Lat 32° N Long 52° W completely out of coal.

Wed. Feb 19th Wed. 19th

6 a.m. 21 feet of water in after peak. now hail
rain blows like blazes. Slowed to half
speed 12.20 P.M. 10 P.M. main feed
pump busted and we stopped.

Thurs. 20 Fixed the pump and started
engines. 2 a.m. The Montrose is
abandoned, her crew taken off by West
Grove. Several other ships have to for
want of coal and stores, the North
Dakota has broken her shaft and
we passed a ship hours to windward
of us burning a place. Hail hail
and blow and roll pitch and
pound all night. Hauled her down
for Bermuda. for bunkers.

Thursday Feb.

6-12 Fine & clear Wind and sea moderated
stars and moon out.

Fr. 21 Hauled her up for Norfolk.
Course on. 26° W. Sea and wind gone
down. Smast schooner westbound
under fore and main lowers crossed our
bow at noon. smooth sea.

Sat. 22 wind hauled S.W. blowing up
fast thick rain & squalls. we are about
east of Hatteras. Radio reports of
floating mines off Cape Charles.
Washingtons Birthday.

Sun. 23.

wind hauled N.W. breezing up. Not
out of the Stream yet. blowing hard
as usual.

Feb.

Mon. 24. 12-4. temperature dropped from
63° to 43° 2 a.m. wind has
moderated a good bit now. fair weather

~~Wed.~~
~~Tues.~~ Feb. 25. Tues. picked up Ambrase 180
2 P.M. ahead. got pilot and
proceeded to dock. docked at
5 P.M. the mate put me on gang-
way watch and I put *Pilipia nui*.

Wed. 26. Sick as a dog. no work.

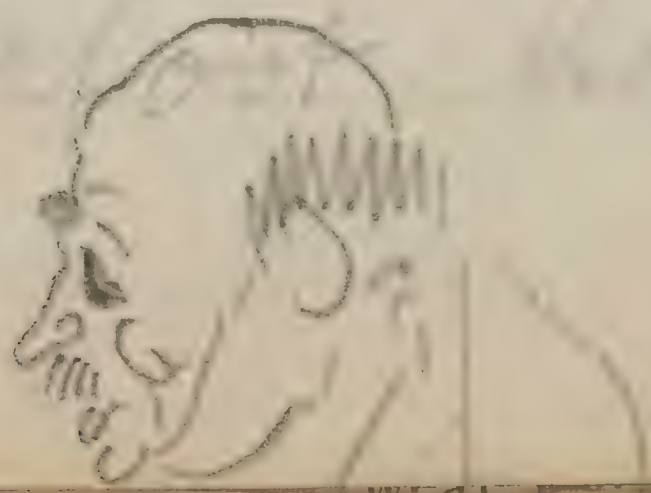
Thurs. 27 work in chart room pantry.

Fri. 28 " " cleaning up.

Mar. 1 Home.

Mar. 9 turned to again

Mar. 12 mate left. Mr. Stevens is mate.
Old *Wharf* has got transferred



March 15, 1919

Went over to Shipping Commission
office and signed on for Rotterdam and
other ports in Europe. pay starts on
the 8th of March.

~~to 11~~

Sunday Mar 16. Left the dock 2.15
P.M. Captain called me out of
my bunk to take her out again. Cold
drizzle and breeze S.E. Passed Ambrose
about 5.00 P.M. Light vessel No 2
aboard 9 P.M. (temporary L.S. Picket).
Fire Island aboard (attd) 12 midnight.

Mon 17 7 a.m. shut in thick as mud.
cleared away by 8 bells - moderate S.E. breeze.
12-4 thick again.

Tues. 18 Graveyard watch. Thicker than paint.

10 A.M fog lifted: no sun smooth
sea and light S. E. breeze. 6-12
11.50 Steamer lights on starboard, clear
moonlight fine weather. 12-6
wind has hauled N.E and is coming on to
blow, taking spray from craft.

Wed. 19 all same Tuesday.

Thur. 20 Blow N.E - S.E. rain.

Fri. 21 Cleared up and condenser broke
down so we stopped 7.30 A.M and
started up again 4 P.M

Sat. 22 1.30 A.M struck a fog caused by a
stretch of cold water in the Gulf Stream.

Temperature of water was 50° 7 P.M
outrigged by a 4 Jack passenger ship 5 A.M.

Mar. 22

8-12 7.30 P.M. passed a naval Reserve ship
on our port. The damn fool wanted
the whole north Atlantic for maneuvers.

Sunday, Mar. 23 stopped the engines 10.30
P.M. to repair condenser. The Ohioan
passed us to stbd. bound east, and Capt.
Swisher exchanged greetings with the old man.
Saw 4 funnel battle ship westbound & a
couple eastbound tramps. Started engines
3.30 P.M. weather fine and clear.

Monday 24. 12-4 smooth sea and light
breeze. 6-12 Thompson cut his eye open
came upon bridge for mate to fix it up.

Overhauled and passed steamer to port
carrying cargo clusters for running lights.
Two more steamers ahead to port & stbd bows.

March.

Rec'd radio warnings of mines adrift. have
passed two safely but there is one
ahead of us and directly in our course.
lookouts posted. → steamer on our
starboard bow and 4 m. saloon ahead.
both hull down.

Tues. 25. Breezing up S.E. and
sloppy sea on. (on deck mostly) taking
heavy spray over the bridge.

Wed. 26. met ship.

Thu. 27. " ditto. wind moderating.

Fri. 28. wind hauled. SW moderating.

Steamer passed to port boreed west
Belgian relief ship.

Sat. 29 Wind hauled aft. raining
colder and thick. Foggy bank weather.

passed a steamer to port (W.B.) 830 am
a ship like us.

Sat. Mar 29

thick as mud. 145 P.M. passed the Holland
Am. Steamer. Andijk, Rotterdam bound
west in ballast passing about a ship
length away. 530 P.M. another ship E.B.
like this on port beam. Wind hauled
N.E. at 4.30 blowing a gale.

Mar. 30 - 24 P.M. raining brickbats.
cold raw and lousy weather. cleared
up 2 P.M. and boom of northern lights
in the sky. Passed a ship to starboard
to the westward. 8 P.M. clear and fine.
running ship for compass adjustment.
Steered like a coal barge. Green light
lost and I worked a ho (6-8) during the
passage 4 ships 6-7 P.M. Hailstorm 10 P.M.

Mar. 31 Mon. mist passed through

small fleet of trawlers heading north.
wind is N. and some cold. Temp. 44°
fine and clear. two hail storms.

APRIL 1ST.

Tues. April 1st. raised Bishop rock
light 9.30 P.M. last night. - ahead 2.30
a.m. Longships (Land's End) 3.30 also
wolf rock. Loom of the Lizards ahead
and a fleet of trawlers. Snow, hail
sleet and rain squalls. cold and
rotten weather. otherwise lovely.

Steward confined to his room with flu.

8 a.m. can see yr shores of merrie
England on port beam, bli me.

8-12. Eddystone ahead 10.30 a.m.
running ship to avoid gang trawler's lines.

6-12 3rd. mate hove the lead and got 7
fathoms wire. O.M. stopped the ship and the
mate & I took another cast. got 37

April 1.

off St. Katherine. Started again and got
Owers light vessel abeam (port) at 12 @midnight

Wed. April 2. came on thick fog. and
we are sounding steady. Beachyhead
abeam 6 A.M. cleared up about 9 A.M.
and saw up to Dungeness 10.45. A.M.
and sailed for Deal (the Downs) for
a pilot. passed the Dover chalk
cliffs 12-1.40 P.M. anchored in the
Downs 1.45 P.M. took pilot 2.45
sailed 3.15. anchored 10.30 in
Hollaskey Bay.

Apr. 3. Thu. 12-4 4 A.M. started to leave
away the anchor. sailed 4.15 A.M.
3 P.M. dropped our London Pilot and took on
a pilot off the Hook of Holland

dropped him 6.30 and took 2 more
Antwerp pilots. anchored off Flushing
10.30 P.m. after a run up the river as
crooked as a Chola politician.

The C.M. gave me all night in, with
the delightful prospect of a 5-hrs wheel
tomorrow. I've got to steer this old
scow all the way up to Antwerp, or you

Apr. 4 Fri. Started to leave up 8 a.m. got under
way 8.20 a.m. Hazy and bad seeing.
steamed up the river, with dikes either
side and anchored below the city, opp
osite the "Europe Hotel," 2.30. Hove up 5.00
and got in the locks 5.20. Our port
springline carried away and we
stove our stbd bow in on the lock
gate. got fast alongside 6.30

April 5

Sat. one of the sailors fell between the ship and the dock while he was painting the ships side: was not hurt.

Mon. 8 This is the King's birthday and all the barges and ships are sporting flags. Sure looks good. P.M.

Bill and I spent a very enjoyable evening unloading 6 pounder shrapnel shells. unloaded 35 of the little dears.

Sat. Apr. 12. Sailed 12 noon, changed pilots at the Lock and steamed down the river. Let go the hook 5.20 P.M. off Flushing, outside the Island.

Sunday 13, started to leave away at 3.45 a.m. got under way 4 a.m.

as we went through the passage we passed
close to a steamer with her nose rammed
into the breakwater. just scraped by her.
7.20 passed a floating mine on the stbd
bow in plain sight. 8.30 The Lost
shot at a mine 200 yds off port beam
with his Mauser. missed. could see
the horns on it. have passed about 10
20 fms. A British Transport to port
of us was firing on mines at 8 bells.
picked up English pilot off Orfordness at
1.30 P.M. 3 P.M. passed a dutch
steamer bottom up, with weeds and
grass on her till she looked like an island.
she is called "Steel Island." 6-12 on deck
6 P.M. Tongue L.R. abeam port. wreck dr
& 4 buoys stbd beam. 7.45 dropped pilot in
the downs; 8.45 Dove abeam. passed

April 14

over a wreck in 15 fathoms water. Dredge -
mass 10.50. Fine weather all day.

Monday 14. Royal Sovereign L.R. 1.20 AM
Beachy Head. 2 A.M. 6 A.M. - passed
a steam trawler hove to under storm
sail - blowing like hell. S.W. thick
and rainy. Leaving the lead all
watch. Bill of Portland on old bar
7.30 P.M.

Tues. 15 12-4 A.M. 12.15 the ship refused
to steer on hard apart helm. Had to
leave to all watch. Is blowing a living
gale and a mountain of a sea running
on account of the shoal water. We
are abeam of Portland light again and
the old man is going to try & run in to
Torr Bay at daylight. We are pitching
rolling & bucking so we are in hottest

4-8 a.m.



maybe La France,
and nearly unmanageable. Three
other ship have to man us.

8-12 Put in to Torbay and let go
the starboard anchor. Still blowing
hard: fine sand bottom anchorage. 7 fathoms.
This is Leaman's home town (Torquay)
Brixham on Berry Head and Fishcombe
in the light. 8-12 let go the port
anchor as it is breezing up.

Wed 16th Paint ship. 6 P.M. wind moderated.

7.45 It ve up and got under way. 17
Eddystone abeam midnight. Lizard
rock abeam 4 a.m. Falmouth Lt.
on starboard. Weather fine & clear.

7.30 a.m. rounding Lands End into
Bristol channel. Longship abeam 8 a.m.
St. Ives 200 4.45 P.M. Lundy Is. abeam

5.30 P.m. took English pilot for Barry
Dock. arrived off Barry Dock 8

P.m. Lay off 2 or till 8.45 and let
go anchor 25 fathom chain. water 10 fath.

Traverse Head beam 12.00 noon

Wartland Point 3.15

Lundy Island 3.27

Bull Point 4.40

Hauled in Log 5.21

Took Barry Dock Pilot 5.30

Towed light abeam 6 P.m.

Let go anchor

Barry Dock

Fri. 18 Arose at 6 a.m. Lay to off the en-
trance to the lock about 20 min. got in to
first lock (Barry) 7 a.m. fast along-
side P.m. End Friday

Easter Sunday. 20

Apr. 23

Wed. Hauled ship to coal dock section
for bunkers. 8 a.m. Started coaling
10 P.m.

Thurs. 24. Knocked off coaling 6 a.m.
Started again 8.30 a.m.

Fri. 25 Finished coaling and hauled ship
back to the loading dock 6 P.m. — 8 Start-
ed to load. Got one case stowed this
forenoon.

Sat. 26. Heavy blow from north-west, cold
and raw. The Lake Harrie came in and
tied up alongside us.

Sun. 27 Lutar duct with gunner on L. Harrie.
Ran all morning. 7.30 P.m. came on thick
snowsquall, guess it will last all night.

Apr 28

mon. More snow cold and rain.

Tues 29 More rain cold. at all watches.

Got tugs fast and cast off at 8 P.M.

Stopped in the lock 9.30: put clock
back 1 hr. 25 min. which gives me
7 1/2 hrs watch on deck. cleared the lock
8.20 P.M. new time. dropped the pilot

11.20 Bull pump steam 11.50: 8 bells
at last! damn this for a day.

Apr. 30 Wed. Fine and clear 4-5.

12-6 Breezing up. Look and feel
like a blow coming.

Thu. 1 May First.

8-12 blowing stiff N.W. sea getting
up. 6-12 blowing hard S.W. and
rotten sea running. If there is

may

any dirty weather in the north Atlantic
this damned old ballyhoos will sure
poke her nose into it. rolling and
pitching and starting to pound.

Fri 2. Wind moderating some. Thick
mist on horizon & occasional squalls of
rain. 12-6 rolling some.

Sat. 3 12-4 a.m. How S.W. plenty rain
6-12 Started to clear away, but changed its
mind again. Wind light S.W. now, but
lumpy swell makes hard steering. rain.

Sunday 4. rain. Cleared up when wind
hauling N.W. 6 a.m. clear all day.



May 5

Mon. 5 8-12 fine smooth & clear.
12-6 (below) rain: blowing up from S.W.

Tues. 6 Now stiff nasty sea. rain squalls.

Wed. 7 12-4 a.m. rain steady all night.
Choppy sea. The old hooker came down
on a sea at 7 bells and nearly jarred my
teeth loose! but she started some rivets.
8-12 Passed a 3-masted sch. hull
down to leeward running with mizzen & fore-
quarter under lowers and main topmast
stayed. Our wheel is on the turn and
we have to climb up the spokes to steer.
Long heavy NW swell running and
hard steering. Clear with occasional
rain squalls. 6-12 wind fit to blow
the whiskers off a walrus. rain, roll.

May 7.

Wed. 4 a.m. passed a sailing ship
burning a series of flare up lights
to windward of us. She burned red
blue & white lights until well abeam
the beam. Wind N.W. blowing hard
occasional rain & hail squalls.
rolling hard at times.

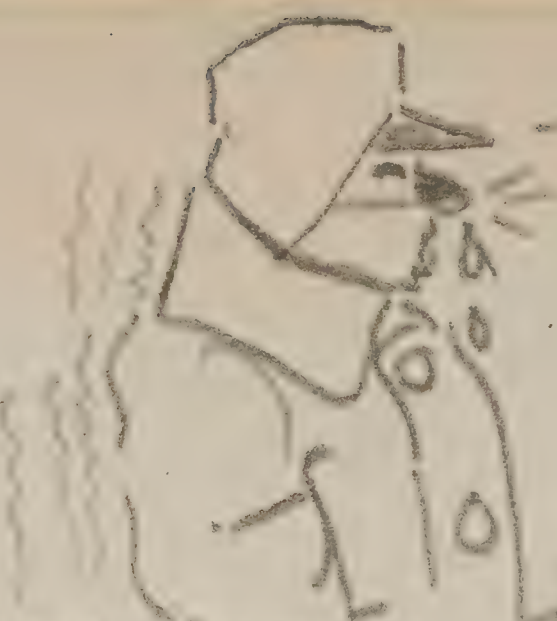
Thu. 8 12-6 wind hauled S.W. at 1 P.M.
blowing like blazes: making water in
the fore hold as fast as the pumps
can handle it: the glass dropped from
29.80 to 29.59 4-6 P.M.: thick fog &
rain. We will have to leave soon.

Fri. 9 12-4 Have to all watch: the bucket
rolled and pounded so I couldn't sleep 6-12.
N.W. blowing hard and seas like hills.
Great life if you don't wake up.

Fri May 9

6 a.m. (watch below) passed within
a ship's length of a 3 m. barkentine
and she signalled us for
lat & longitude. I was asleep, just
my blasted luck. She was hove
under double reefed mainsail & close
reefed spanker. 8-12 weather has
moderated some but the heavy sea now
running makes steering a hard job,
as tough as a night in a Greaser gale.
5 P.M. passed Norwegian Steamer
bound East carrying fore topsail
and rolling like a barrel.

Sat. 10 Breeze N.W. strong. Fair but
cloudy. passed a Steamer Eastward 7:30 A.M.
blowing up cold and squally N.W.
now we are to leeward of the spring ice



10 HATETO BE
BRRR THE ICE MAN
May



coming down from Newfoundland & Labrador.

Sunday 11. 12-4 much warmer but rising wind N.W. very heavy sea, shipped on through the alley port and reached us all out aft. rolling head and steering harder. 6 P.M. Fine and clear. nothing left of the norwester but a long swell

Mon. 12 4-8 smooth sea. wind gone down to a whisper. sun came up clear but light fog set in about 6 a.m. and we passed a shoal of fish that raised a sea like a tidal wave. We could smell them farther than see them. 9 a.m. rain. 12-6 wind hauled S.W. - S.E. heavy sea. hauled E.N. again 5 P.M. seas running all ways.

May 12

Lumpy sea rain blow fog & so on,
rolling land & pitching.

Tues 13 12-4 A.M. Wind and sea have
moderated and weather cleared.

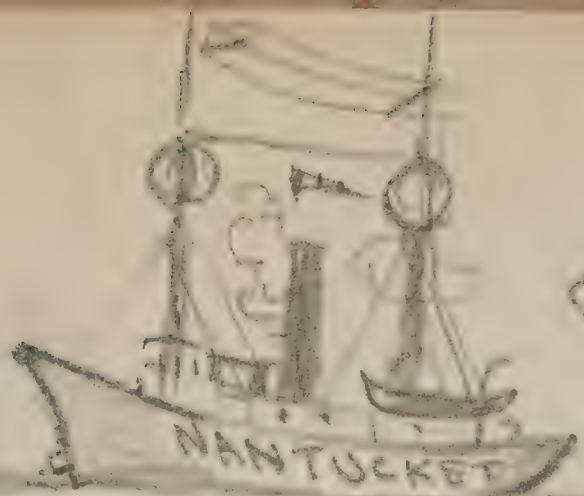
8-12. Light breeze S.W. swell, passed
a steamer close to port 10 A.M. 6-12
wind backed then light breeze but
swell rolling in from N.E. has been
various & fair all day.

Wed. 14

Shut in thick 6.30 A.M. Breeze still
holds N.W. smooth sea.

Thurs. 15

Light S.W. breeze. smooth sea 12-4.
weathered light mist on the burn 2
A.M. bright moonlight. 8-12 smooth
sea no breeze. picked up Mantucket

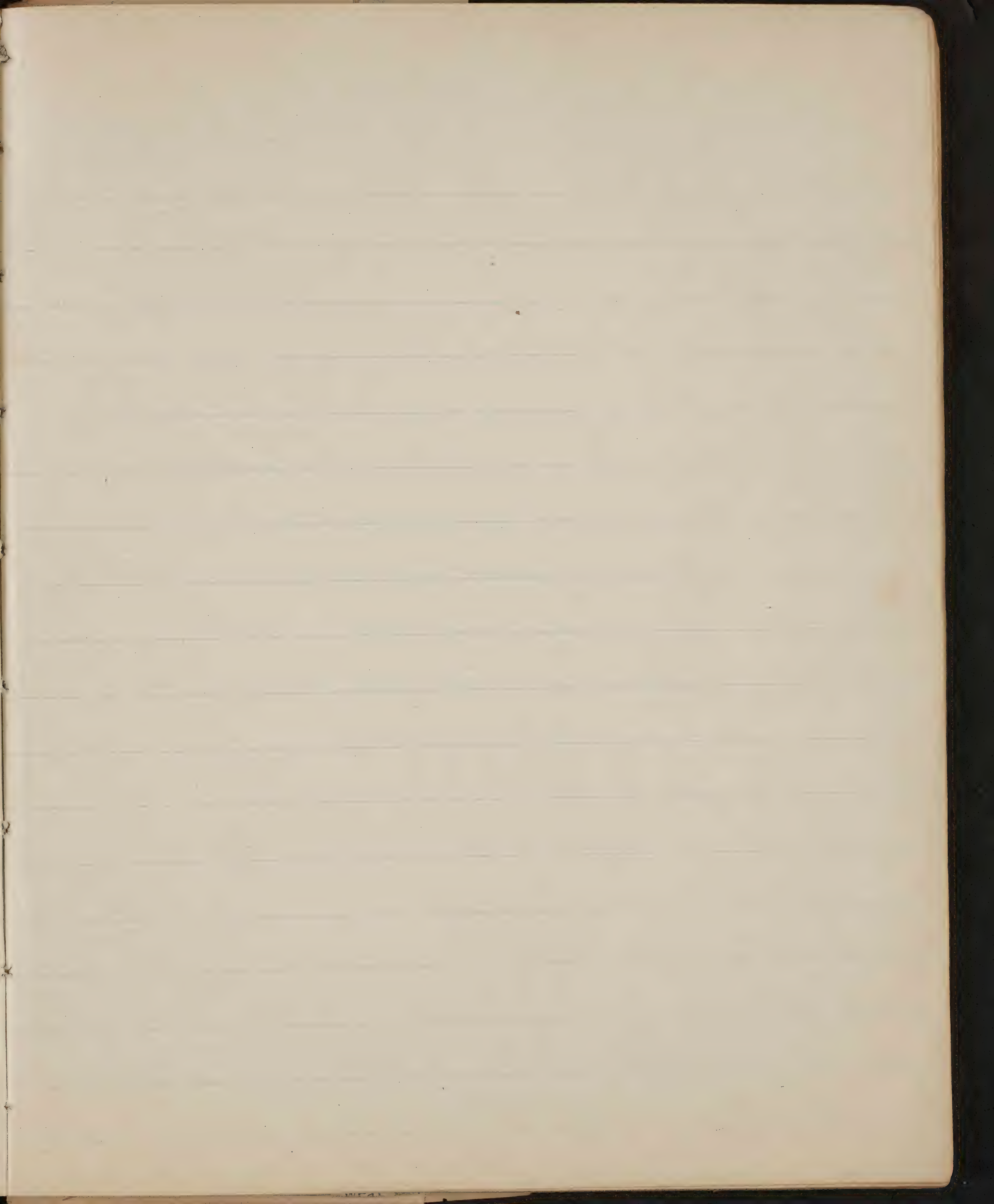


L. V. 7.45 a.m. abeam 10.56 a.m.
the Look got her with my camera. Old
Man gave her 4 blasts of whistle and
dipped the ensign and she answered.
we are making 12 knots.

Wind on starboard quarter (N.E.) smooth
sea. Casting lead all water.
expect to see Fire Island about
12.30 a.m.

Fri. 16 Ambrose abeam 4.35 a.m.
took pilot 4.45 arrived quarantine
7 a.m. awaiting orders.

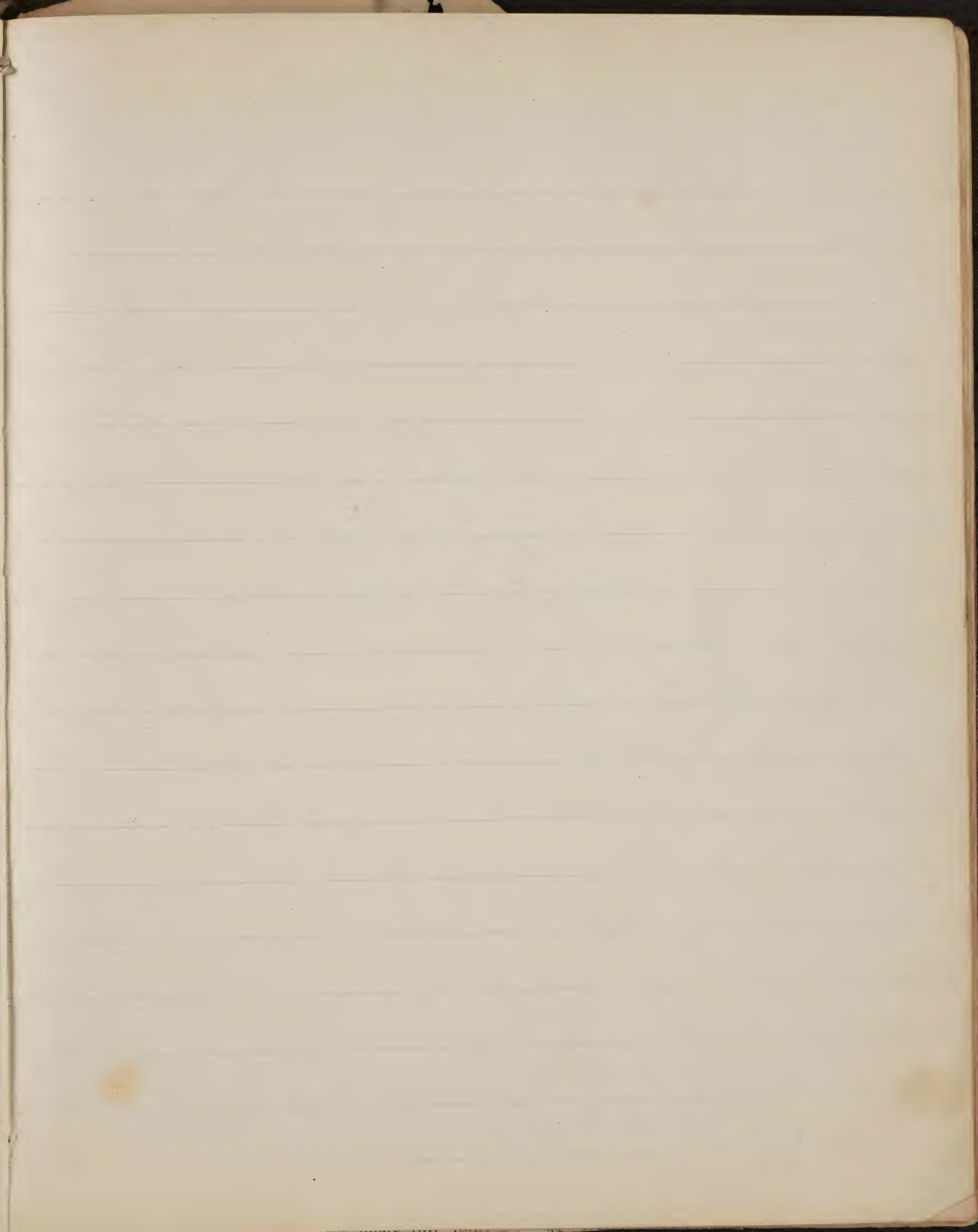
Sat. 17-¹⁹¹⁹1918 Ship not carrying g.m. - paid off
& received honorable discharge from Capt.
John M. Mackay. Aloha over Eagle
& Kawiliwili vi.

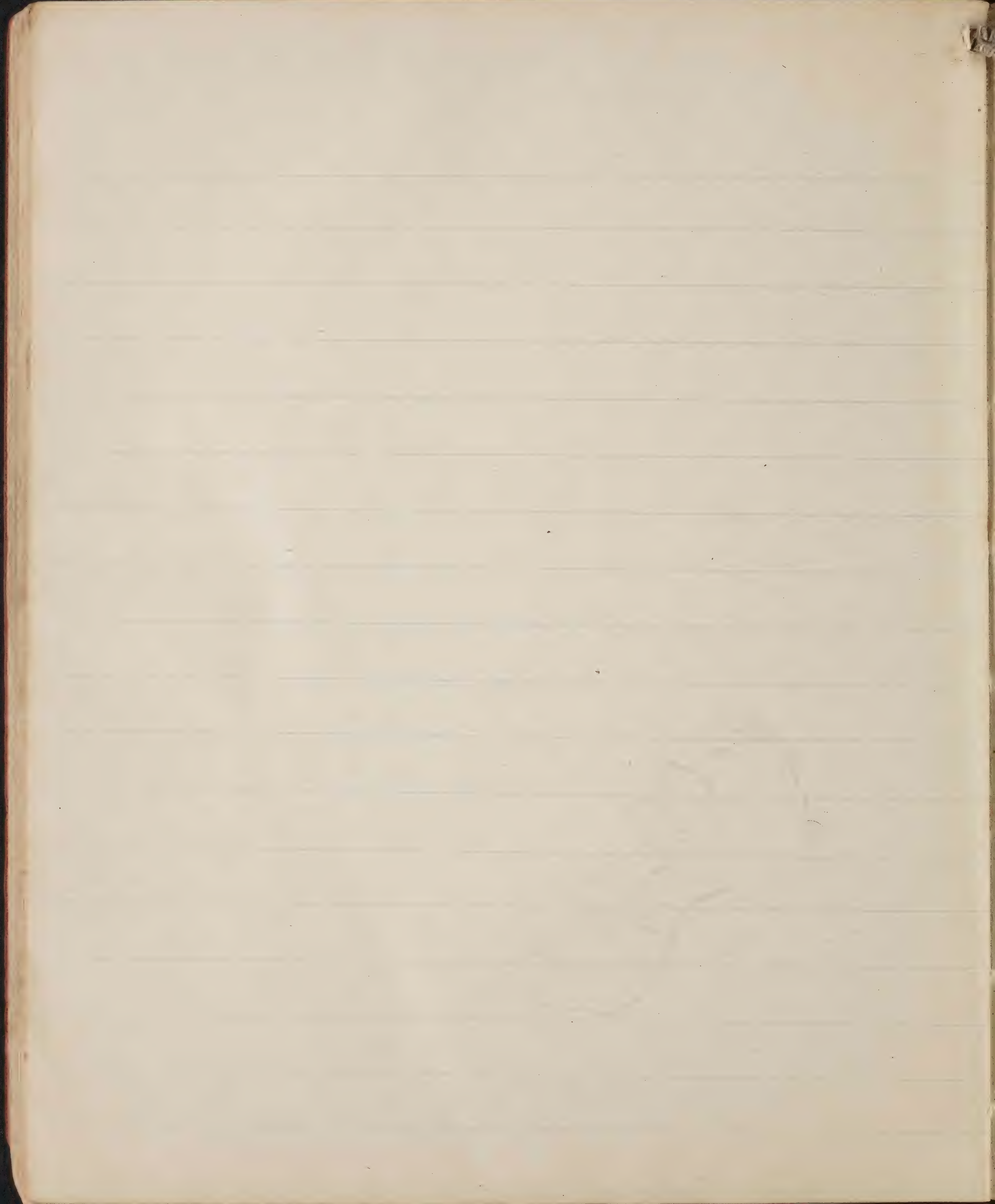


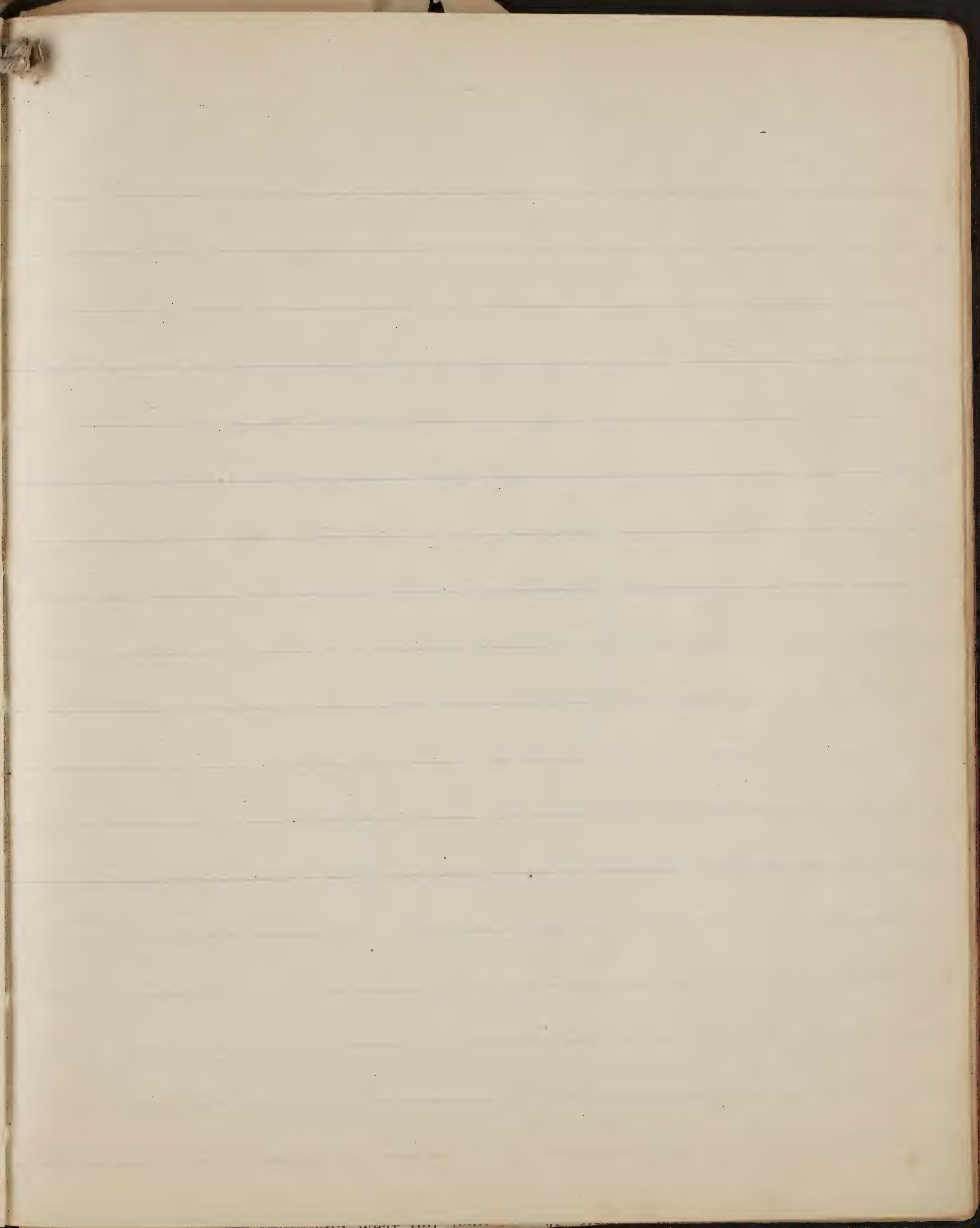


PATIENT
NUMBER 24
329













The locust Bird











Fire Causes \$500,000 Loss on Ship.

Montevideo, Nov. 16.—Fire to-day caused \$500,000 damage to the United States Shipping Board steamer West Eagle. It started in coal and spread to holds containing merchandise, naphtha, kerosene and other inflammables. The bridge and part of the decks were burned.

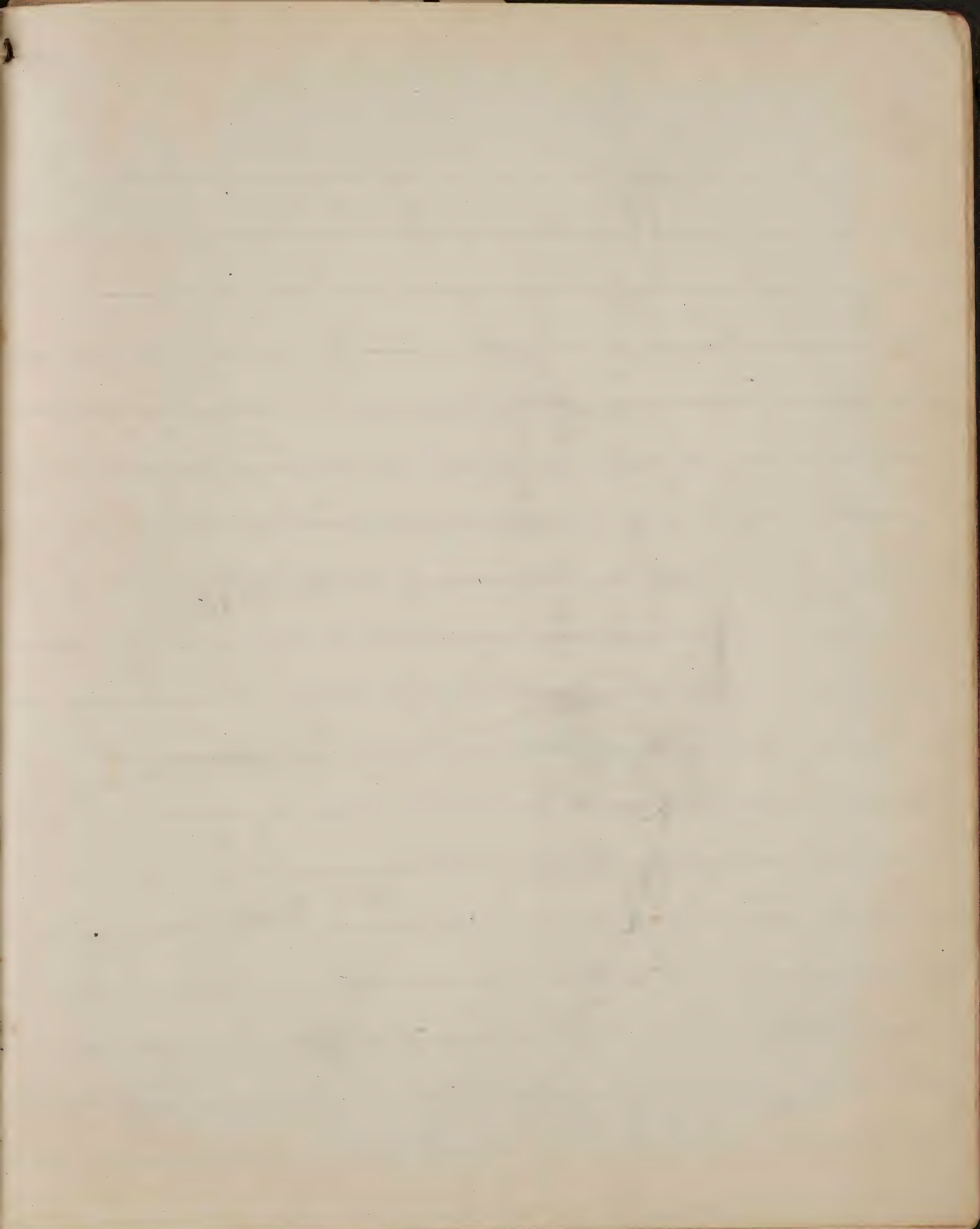
(The West Eagle, a steel ship of 5500 gross tons, left New York Sept. 29 for Buenos Aires.)

Shipping Board Steamer Afire.

Montevideo, Nov. 16.—The United States Shipping Board freight steamer West Eagle, loaded with naphtha, kerosene and coal, caught fire in the harbor here to-day and probably will be a total loss.

West-Atlantic-Servant. Feb 11, 1919, in a gale from S.W.





Fri May 10 1919







Brown & Dawson

The new flag which has just been adopted as the ensign of the U. S. Shipping Board. The colors are blue and white

The red, white and blue flag with the Quartermaster emblem in the center, the official flag of the United Transport Service. Every one of our new merchant ships requires as part of its equipment a set of 27 International Signal Corps flags. By means of these signal flags it is possible for ships to communicate with other ships at sea as far as the flags can be seen. It is not even necessary for the ships to be of the same nationality, or for their commanders to speak the same language, for according to the International Signal Code a given combination of flags will mean the same thing in any language. This series of photographs was made in a factory which is at present manufacturing signal flags for a large part of our new merchant fleet





WITH JUST ENOUGH AIR TO DRIFT ACROSS THE WIND

Mangarua





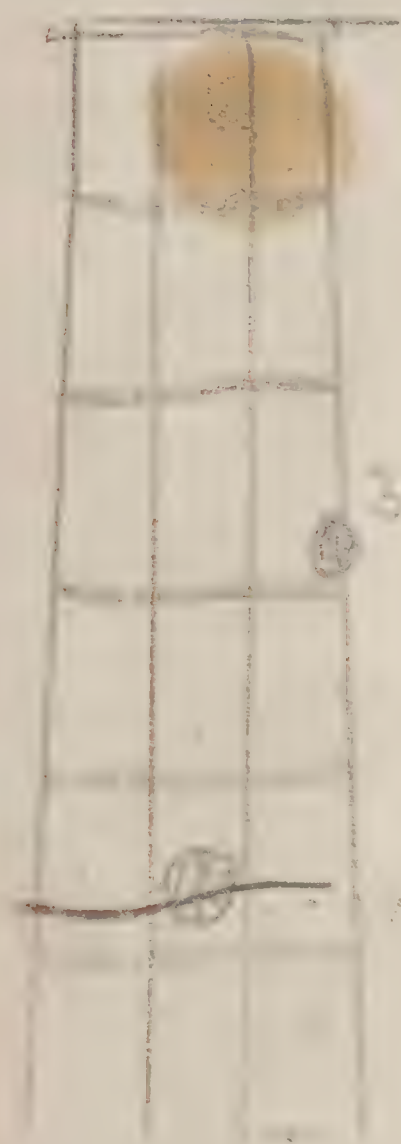
Photo by E. Muller

CITY OF SIDNEY

This vessel, once a fine ocean greyhound, changed into a six-masted barkentine. The old steamer, City of Sidney, was condemned six years ago, but rebuilt into a fine sailing vessel. Her register tonnage is 2,567 tons. She was formerly a Pacific Mail Steamer, was sold to a salvage firm for \$15,000—she was then stripped of all her fittings and machinery and sold again for \$18,000—to Captain L. A. Pedersen, who spent \$100,000 in fitting her out. The City of Sidney has had a romantic career. She was built in New York in 1875, and was considered at that time an ocean greyhound. When the war broke out in the Philippines, troops were carried from San Francisco to Honolulu on this vessel; after the war the steamer was used in the trade between San Francisco and the Orient and then transferred to the Panama run, but finally she became too old and was condemned. Her new commander is Captain A. H. Anderson. She carries a crew of twenty men

UKULELE CHART.

G 3



1F



C#2



1F



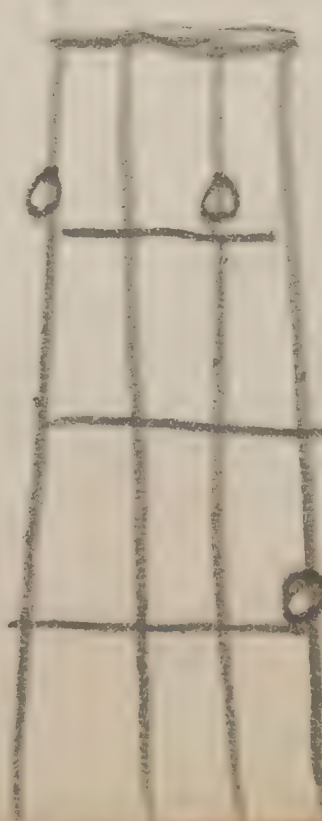
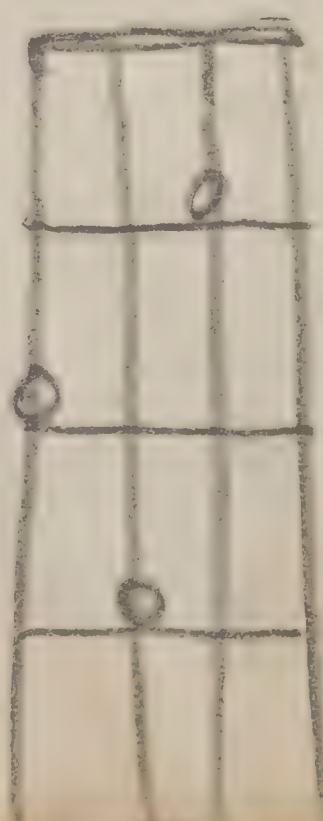
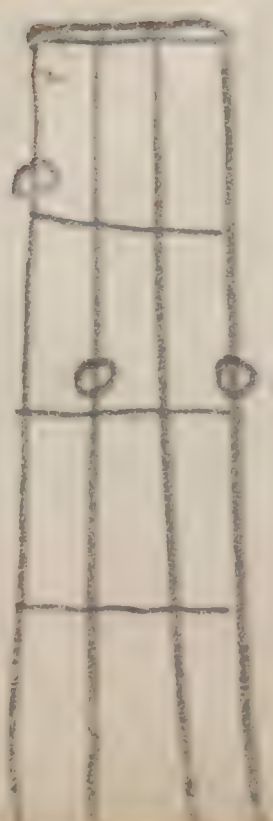
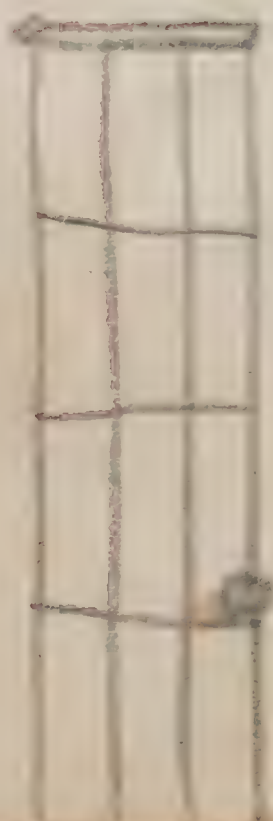
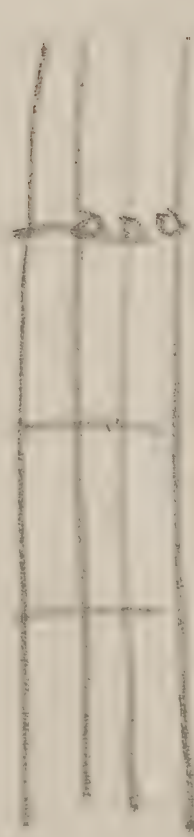
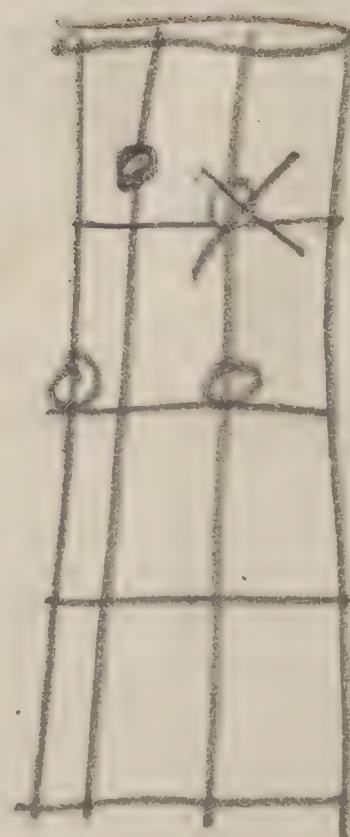
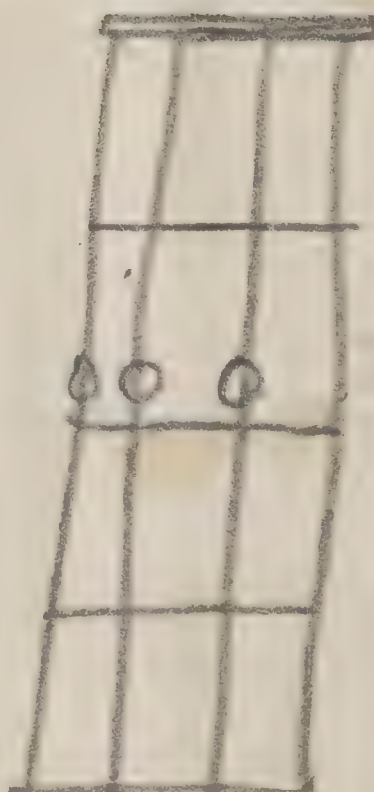
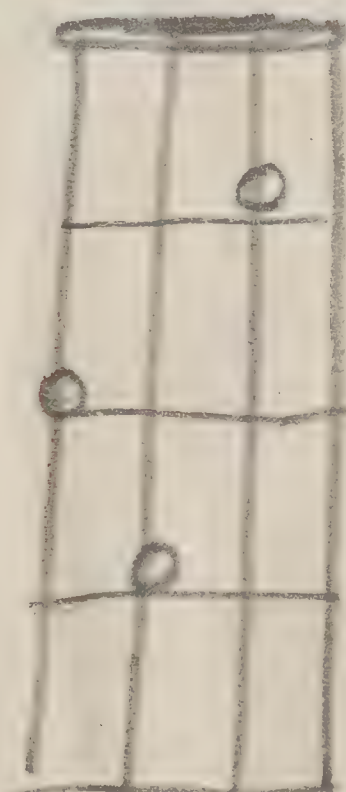
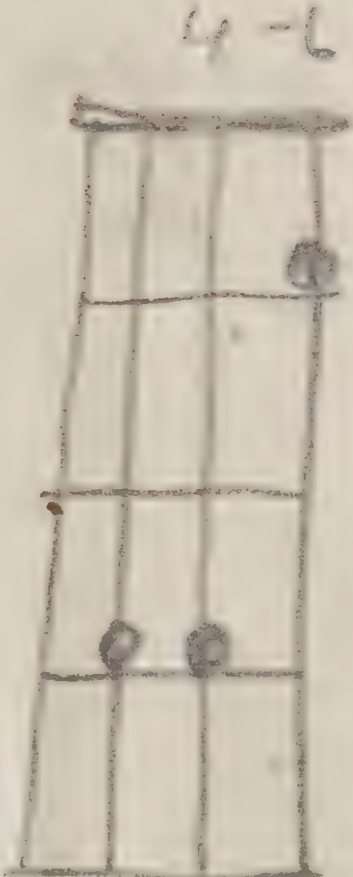
2F



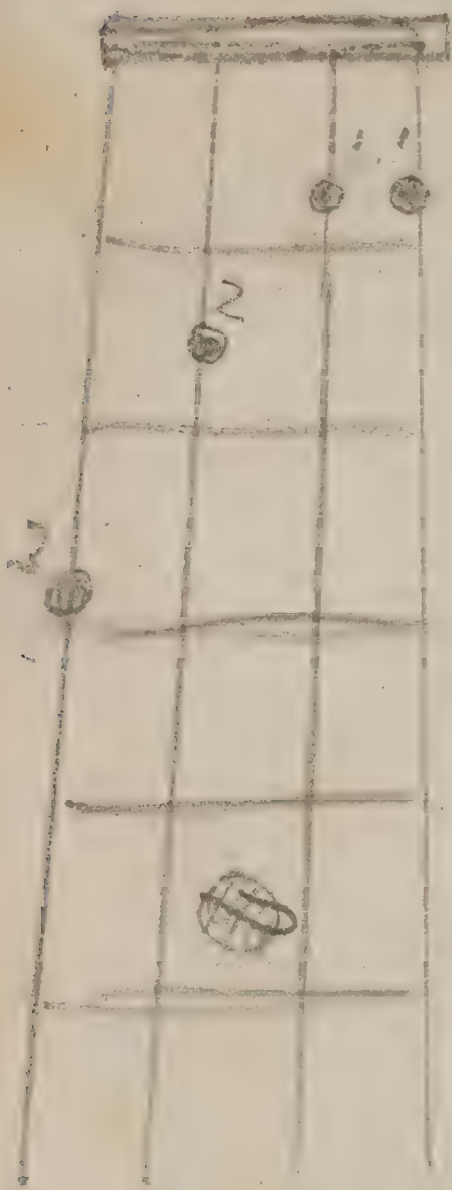
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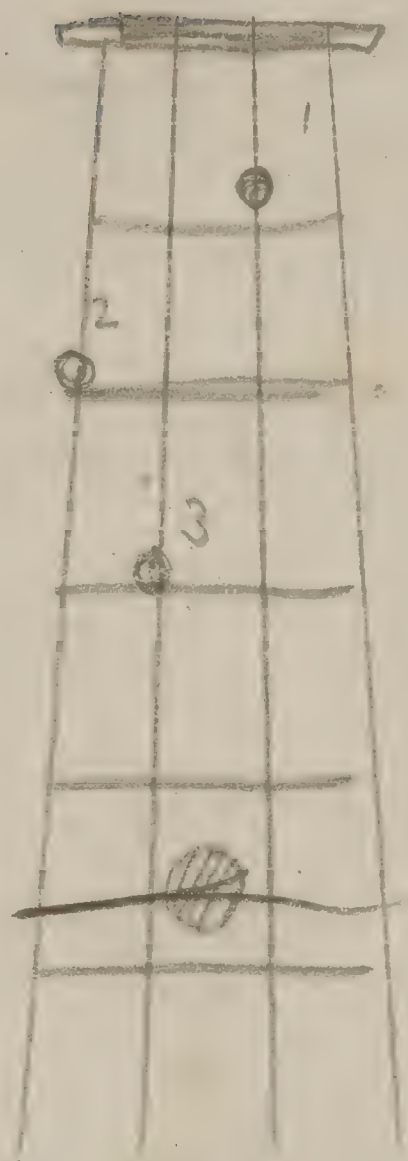
maid of *Hyacinth*
5-7



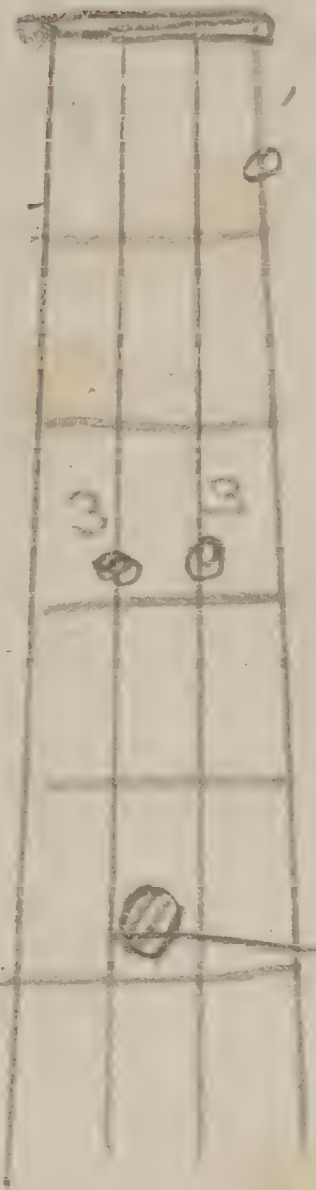
Bb1



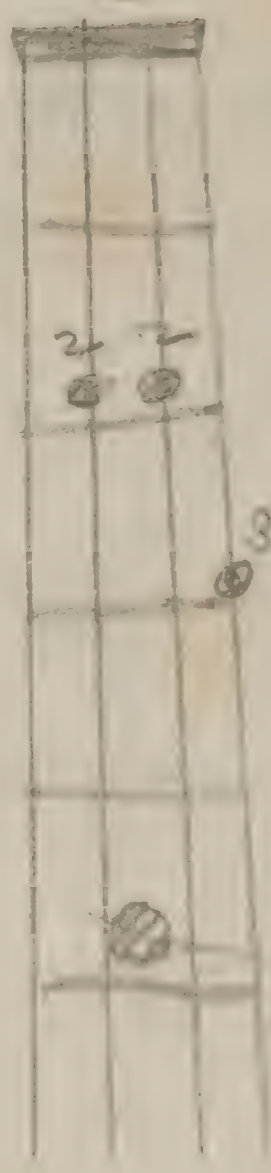
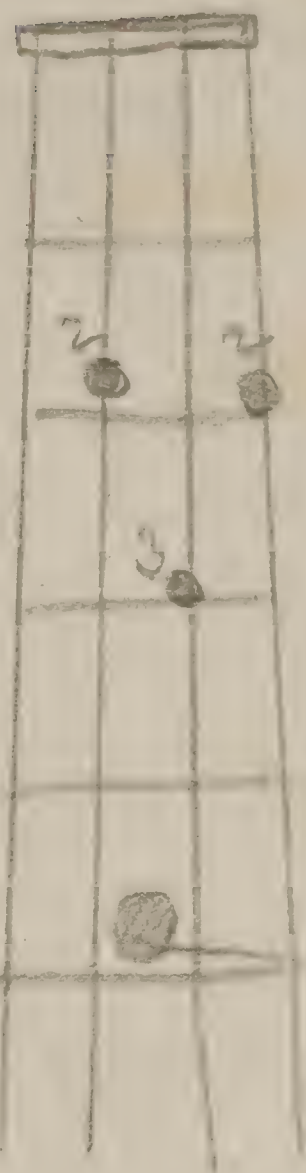
Bb2



Bb3

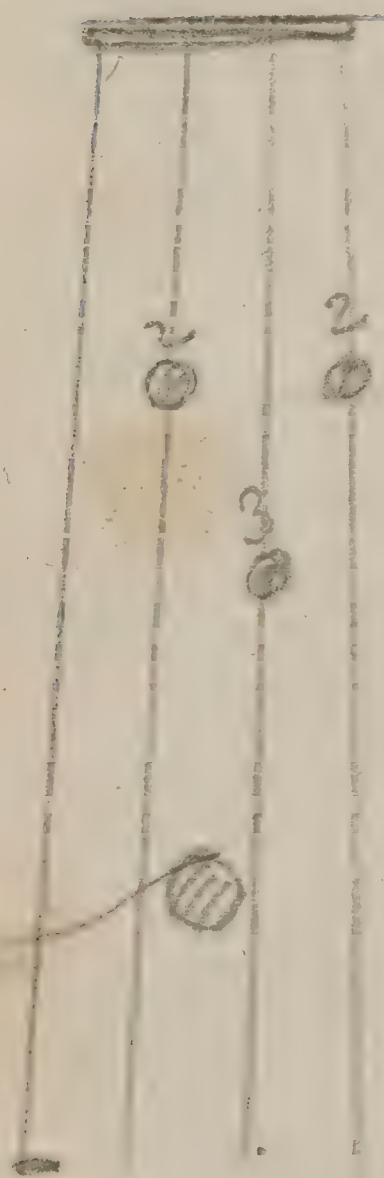


G minor

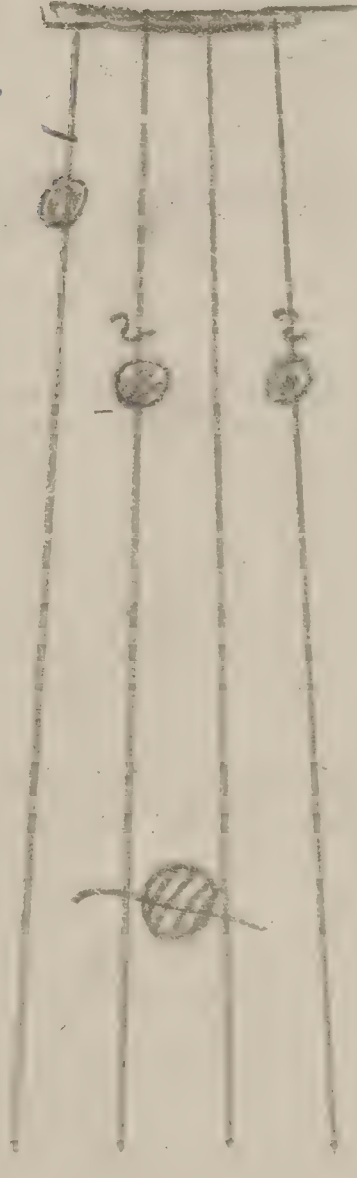


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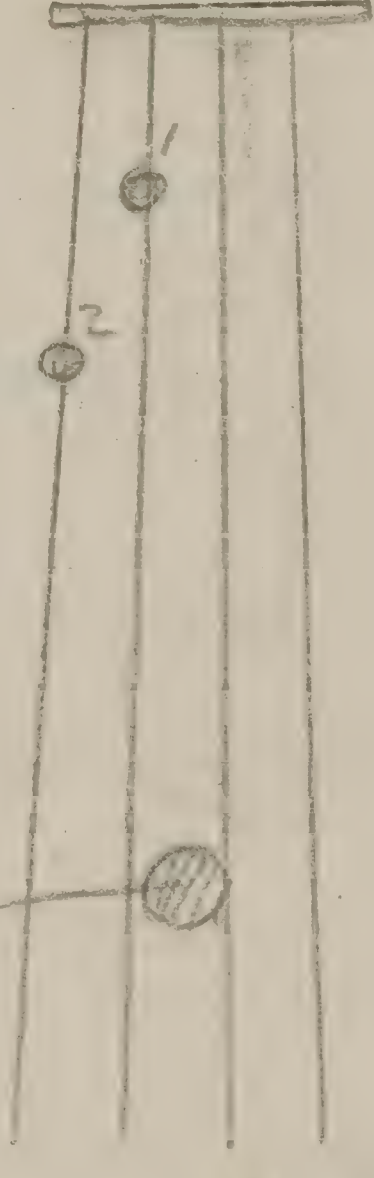
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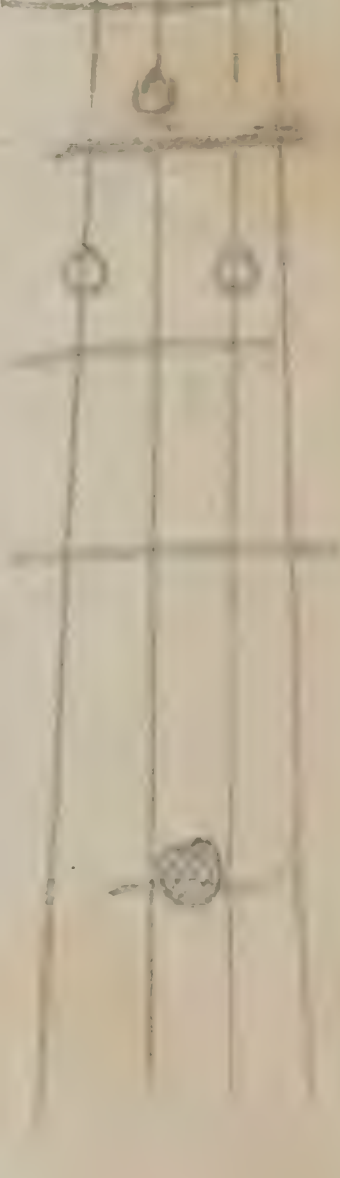
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4



5



DATE 7/1/1887



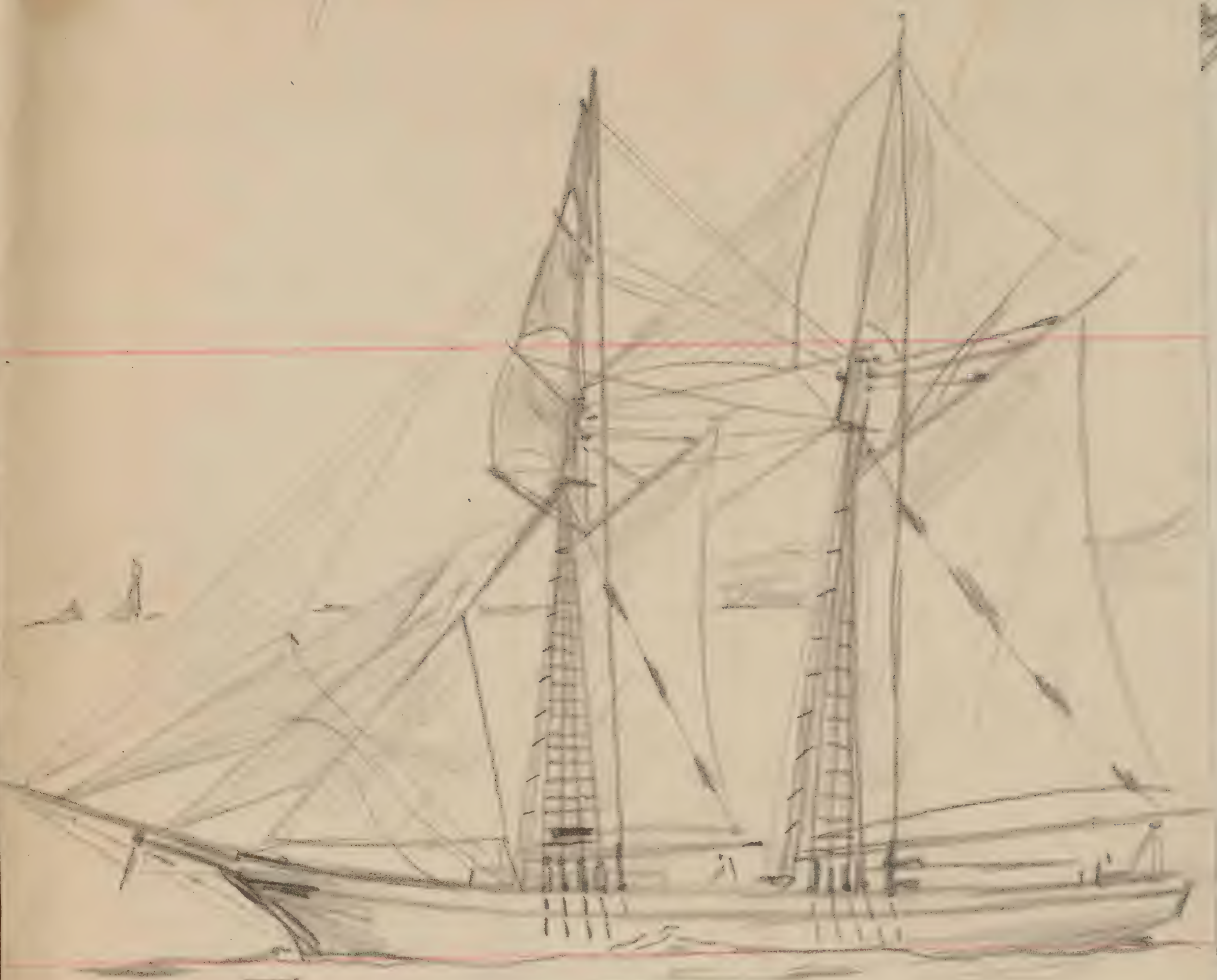
English Channel



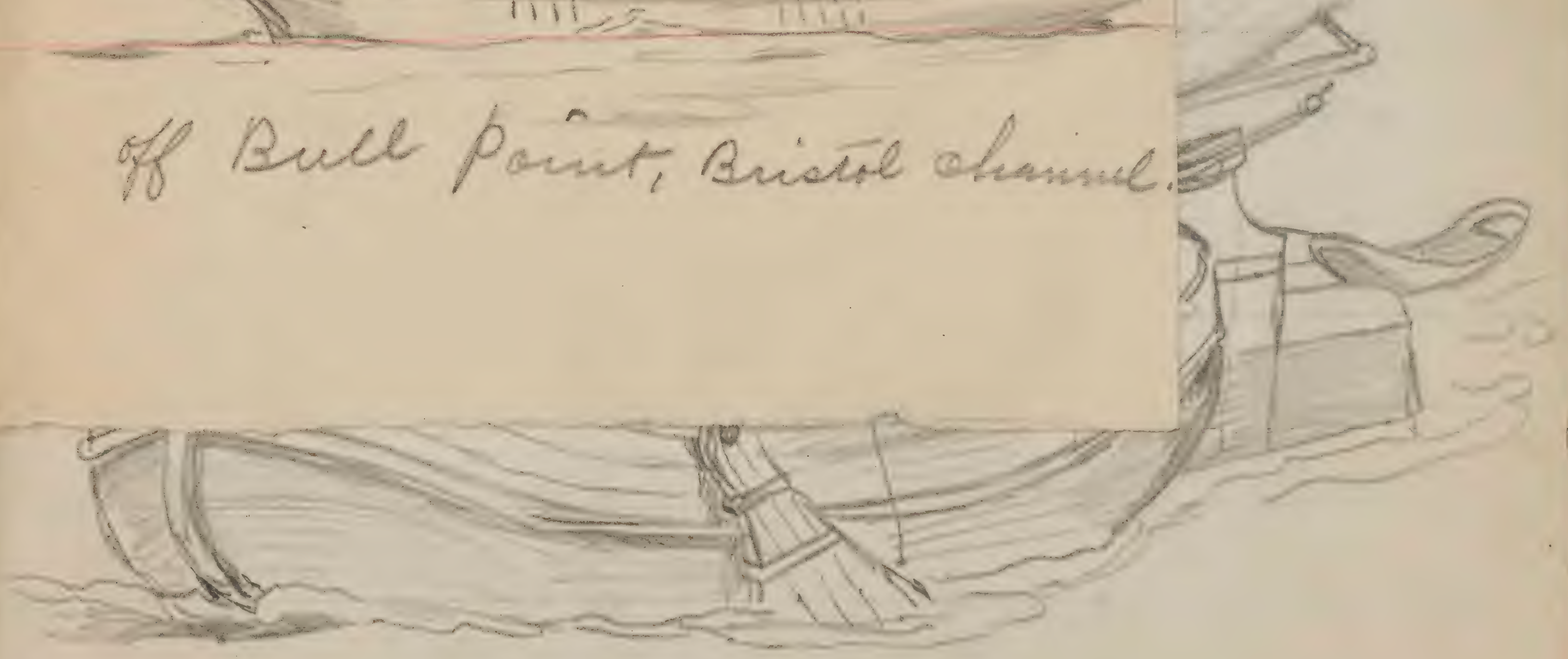
Berry Dock

Pt St Helens

Lampyris Topal



off Bull Point, Bristol Channel.



Antwerp Sat Apr. 12, 1919.



Brief Book

Pilot Keel

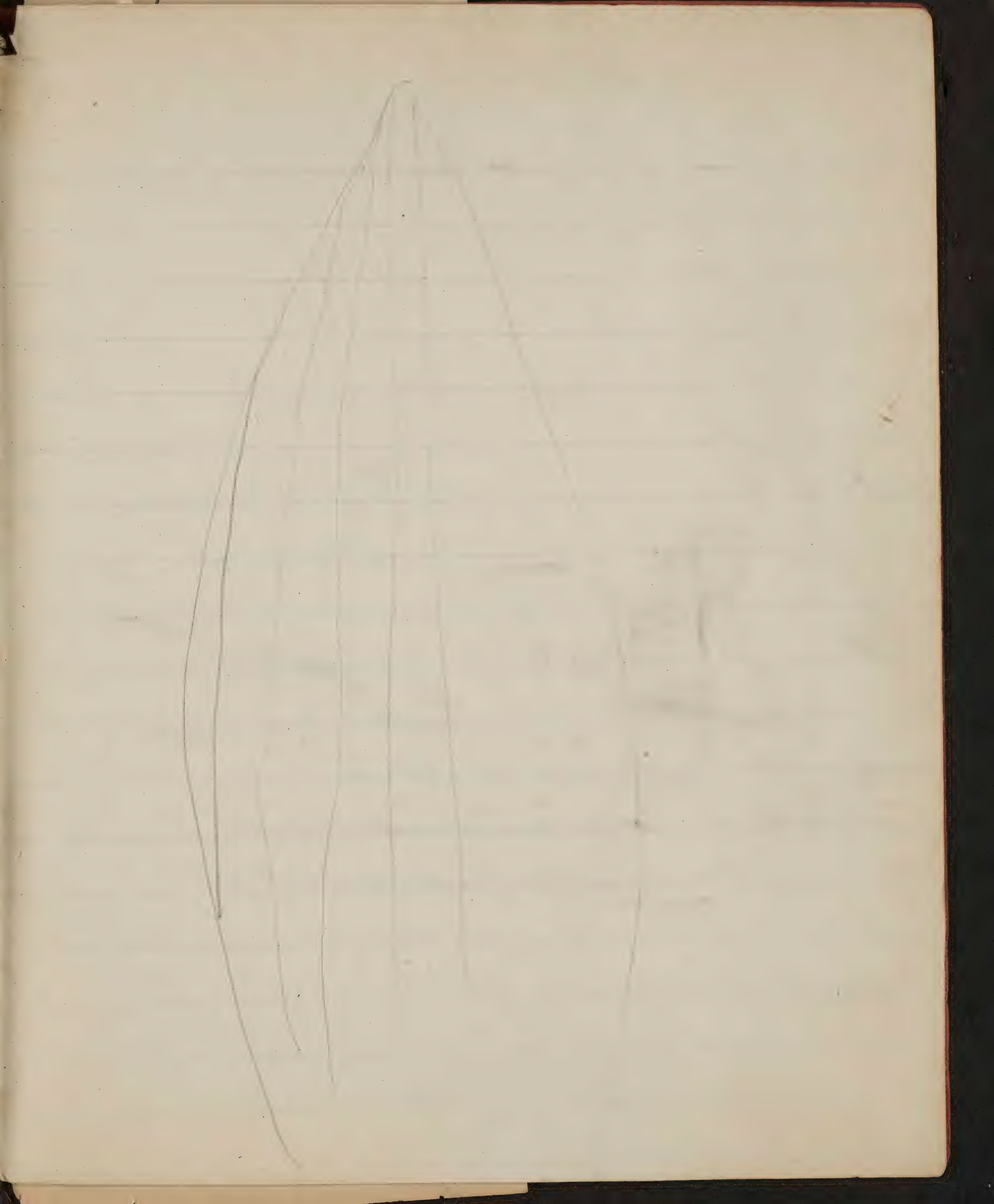
Dutch barge
unloading



Antwerp Sat Apr. 12, 1919.



Limo Trawler



Addresses.

Bill: Sea. 8721 Ridge Boulevard

Sam Kai: Base camp no 2. Bassens, France.
Gus Krueger " "
Bill Adams

Send unknown book and picks.

Edward Larson. U.S. Lighthouse Service.
Cape Charles Lightship #9

Baltimore, Md.

Jim Cooper Parker

Hebronville

Hebron Ave.

Box 21 Mass

Lea fr 3721 Ridge Blvd
Bay Ridge 1755

Francis W. Hellman,
1227 Madison ave.
% Guthrie W. H. Miller
New York City

Steffens. \$4 bits shorty \$1 bits
Ravellian Langley
633 E. 16 St.

Brooklyn, N.Y.
Telephone Remmore 1177

Slop chest. mar. 30 Sun. 1919.

2 box matches — .50



The Boon..

Miller doesn't like this.

HEROES IN DUNGAREES

By MEIGS O. FROST

*Never a service badge they wear,
Buttons of brass or a uniform.
Daily the death-swept seas they dare,
Gambling with Fritz in calm or storm.
Crowds cheer not as they saunter by,
Grimy in jersey and dungarees.
Theirs but to work, and—if need be—die
That our bridge of boats may span the seas.*

*Oiler and fireman and passer of coal,
Boatswain's mate and swabber of decks,
Scoring, though U-boats block their goal,
(Witness a thousand shattered wrecks!)
Death grins out at them past each crest
Of the emerald combers the blunt bows rip,
But, though many a matey has clicked—gone West—
Filled is the fo'c'sle every trip.*

*Oil-smeared, calloused and rough of hand,
Blasphemous, rolled in the far ports' scum,
Facing Fritz without blare of band
Or the stirring roll of the army drum—
Davit and oar when the boats swing free
And "Women and Children First!" rings through—
Ask the passengers saved at sea
The things they've learned of that rough-neck crew!*

*Shell, machine-gun, torpedo, mine,
Daily they taunt on the U-boat's track
From Caithness' rock to the Tropics' line,
Targets—and barred from shooting back.
Nameless cogs in a great machine—
Slaves of the sail and the thumping screw—
But the God of Battles their work has seen
And He stands at salute to the merchant crew!*



